

FLA COE
FLB COE
> FLD Conventional
Business Class

FLC 112 Conventional
> Century Class Conventional
Argosy COE
Cargo

> Columbia
> Coronado
> Business Class M2

Freightliner
Service Bulletin

Description of Revisions: *This bulletin replaces the previous one dated February 2007. Information regarding the use of WD-40 or an equivalent substance is added, and instructions are clarified.*

General Information

On some EPA07 vehicles, the transmission oil cooler lines attach to the radiator with quick-disconnect fittings. Removal and installation of these fittings must be done correctly, to prevent damage to the fittings, the tool, and the radiator.

IMPORTANT: The female ports are brazed into the radiator. They are not threaded. **Do not attempt to turn the fittings; you may destroy the fitting, and severely damage the radiator.**

The Kent-Moore QLD tool (see [Fig. 1](#)) is the proper tool to use when disconnecting the fittings. One set of tools was sent to each dealer in December 2006. The tool is available from Kent-Moore in two sizes; J-48548-1 (the larger one) is used on Allison automatic transmissions, tool J-48548-2 is used for all other transmissions.

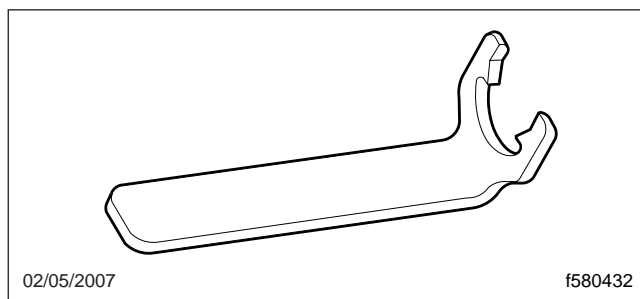


Fig. 1, Kent-Moore Tool J-48548

Quick-Disconnect Fittings, Removal and Installation

Removal

1. Park the vehicle on a level surface, apply the parking brake, shut down the engine, and chock the tires.
2. Thoroughly clean the area around the fitting.
3. Put the tool on the fitting as shown in [Fig. 2](#).
4. Push the installed connector straight into the port until it stops, with the rubber dust boot compressed; see [Fig. 3](#).

NOTE: WD-40, or a similar substance, can be helpful if the quick-disconnect fitting is difficult to release. Clean the fitting, and spray it with the lubricant. Push and pull the fitting straight in and out, to distribute the lubricant so it will ease disassembly. Then, use the tool to disconnect the fitting.

5. **While holding the male fitting compressed into the female port**, squeeze the flat face of the tool handle toward the male fitting, to release the snap connection; see [Fig. 2](#). Use the tool so that pressure is equal on both ears, where they push against the lower male fitting. Do not twist the tool sideways, or apply unequal pressure to either ear of the tool where it forks around the fitting. The rubber dust boot should compress, releasing the fitting so that it can separate.
6. Pull the male fitting from the radiator port. Protect the openings of the fittings when they are disconnected, to keep dirt out.

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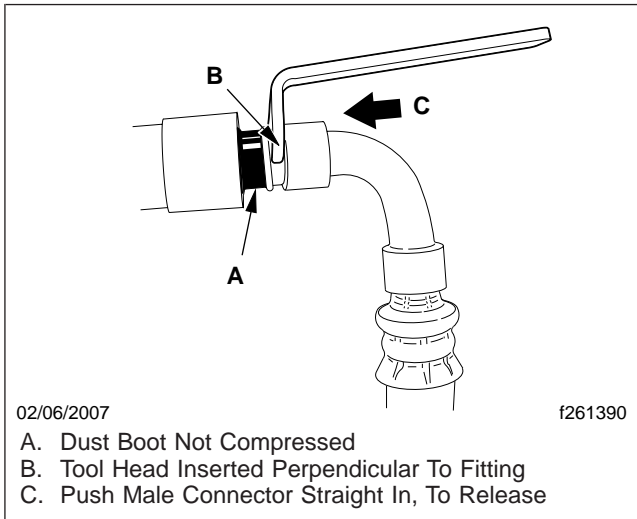


Fig. 2, Quick-Disconnect Fitting with Kent-Moore Tool J-48548 in Place

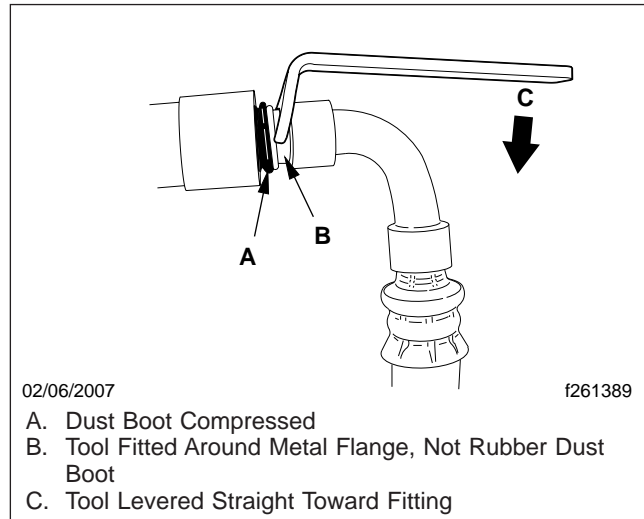


Fig. 3, Quick-Disconnect Fitting Removal with Kent-Moore Tool J-48548

Installation

1. If the fitting is new, remove the plastic end cap.
2. Apply WD-40 to the fitting, if desired to aid assembly. Push the male connector into the port as far as possible, until the snap ring clicks into engagement.
3. Test the connection by pulling the male connector straight out, with a 10-pound force. It should hold solidly in place.
4. Remove the chocks from the tires.

Warranty

This bulletin is informational only.